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Miss Turkey Attaches a Towing Cable to Her Glider in preparation for a motorless flight into "the wild blue yonder." Unlike her mother and grandmother who wore flowing robes and kept their faces demurely veiled—and their feet on the ground—today's Turkish girl wears coveralls and takes an active part in thrilling sports.

(SEE BULLETIN NO. 3)

GEORGE PICKOW THREE LIONS

July of 1951, but difficulties with North Korean officials resulted in shifting meetings to the present site. Once the center of Korean culture and power many centuries ago, Kaesong had a population of almost 90,000 when invaded. There have been no reliable estimates since.

Kaesong's Location Became Its Misfortune—A popular market center in normal times, the city was among the largest south of the 38th parallel, but its misfortune was that it stood in the invasion path to Seoul, South Korea's capital some 50 miles to the southeast, when the Soviet North Korea satellite launched its offensive.

At Kaesong, Panmunjom, and Munsan, the backdrop is much the same—the granite hills of Korea which have cost the UN forces so much blood to take and retake. Between the hills are the militarily exposed valleys, once dotted with peaceful farm hamlets (illustration, above).

Munsan, base for UN delegates, lies just south of the Imjin River. Here the UN staff has long been housed, radio equipment installed, and landing accommodations made for helicopters and small aircraft.

About half a mile away from the regular Munsan camp, UN troops erected "Freedom Village," a tented reception center where their exchanged buddies would receive the best immediate medical care before being moved to rear areas. Exchanged South Koreans will be treated in regular hospitals there. UN troops who fought beside them have been promised speedy evacuation to their home countries.

For the die-hard North Koreans and Chinese that the UN had pledged to return, a barbed-wire stockade was erected across the Imjin close to Panmunjom to hold the communist prisoners of war while final exchange details were completed. On the south side of the Imjin bridge, engineers erected a "Freedom Gate" to welcome exchanged UN fighting men. Sick or wounded communist troops also had to travel this "Freedom Gate" route, but headed in the opposite direction toward whatever awaits them when they finally get behind their own battle lines.

For the focal point of critical developments the future may bring, history has chosen an obscure spot in picking Panmunjom. It differs little from any one of the thousands of valley villages strewn throughout the crevices in the tortured terrain of a now ravished country known ironically by the placid name, "Land of Morning Calm."

In the case of Panmunjom, not only was the hamlet obscure, but even the meaning of its name uncertain. It has been variously translated. One English rendition is "The Inn with the Wooden Door." Some people, hopefully attaching special significance to the unusual name, think Panmunjom may prove to be a wooden door in the Iron Curtain.

References—The National Geographic Society's map of Japan and Korea shows the Panmunjom area, noting Kaesong (Kaijo). Panmunjom itself was too small to appear. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

For further information, see "The GI and the Kids of Korea," in *The National Geographic Magazine* for May, 1953; "Roaming Korea South of the Iron Curtain," June, 1950; and "With the U. S. Army in Korea," June, 1947. *(Back issues of the Magazine may be obtained by schools and libraries from the Society's headquarters at a special discounted price of 50¢ a copy, 1946 to date; 90¢, 1930-1945; $1.90, 1913-1929. Earlier issues at varied prices.)*

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UMI

U. S. ARMY SIGNAL CORPS, OFFICIAL

Hand and Foot Provide Power to Clean Korea's Rice—With a foot-operated propeller and a large fan waved by hand, Korean farmers blow the chaff from their threshed grain. Mother, burdened by her baby, lends a helping hand with a shovel. Where war allows, such scenes are still encountered in Korea today.

Bulletin No. 1, May 4, 1953

Korean Truce Site Sees Prisoner Exchange

WHAT next in Korea? For an answer to that the free world looks again with mixed hopes and misgivings to Panmunjom, scene of the first exchange of sick and wounded prisoners between United Nations' forces and their communist foes since the war started three years ago.

The spotlight first fixed on this tiny thatched village—only four houses escaped destruction in earlier fighting—when it was selected on October 8, 1951, as the location for the armistice negotiations which dragged on intermittently for months.

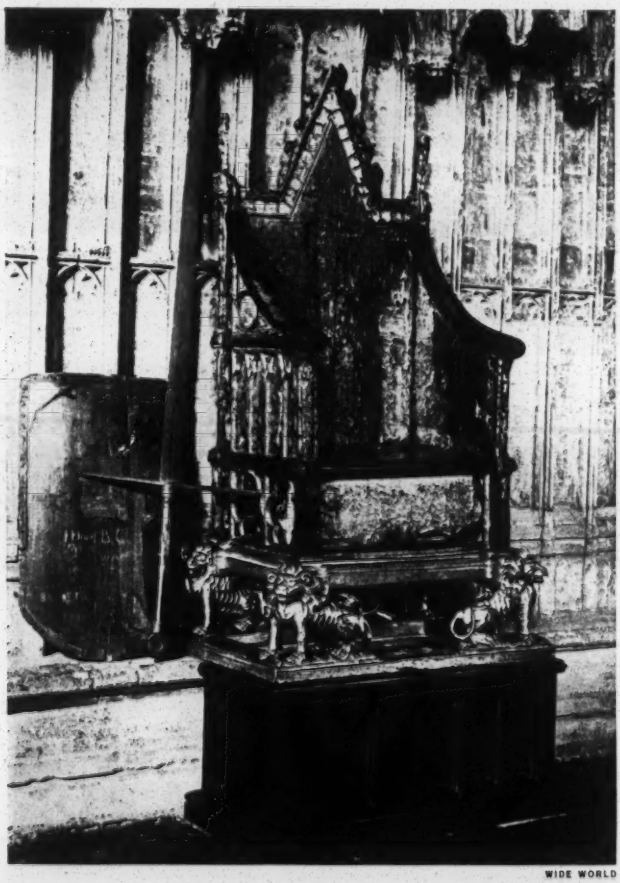
United Nations representatives had insisted all along that further talks on terms for cessation of hostilities be held at this desolate spot beside a muddy stream which empties into the Imjin River.

Panmunjom is situated below the 38th parallel which Russia used to split the Korean peninsula into two nations after V-J Day. It is within a neutral area set up from Kaesong, headquarters for the communist negotiators, to Munsan, where the UN delegates have their facilities.

Truce talks actually began six miles away to the west at Kaesong in

pounds for it. Today that sum amounts to about $14, but at the time the chair was made it was the equivalent of $500.

Richly ornamented with gilt gesso (a raised decoration produced with plaster of Paris) and painted designs, the chair was further embellished with carved moldings and glass mosaics. A painted figure of an enthroned king, his feet on a lion, adorned the high gabled back. Traces of this are still visible.



WIDE WORLD

Carrying on a Tradition which has come down through 24 generations of her family, Elizabeth II will be crowned in this venerable chair. Her ancestor, Edward I, fashioned it around the Stone of Scone (under seat), which symbolizes kingship over the Scots. Shield and sword (left) were carried in France by Edward III.

Four gilded lions support the seat. Added long after the chair was made, they are relatively modern.

King Edward's Chair is not considered a true throne since it is used only for a part of the coronation ceremony. The real throne is the seat in the House of Lords from which the monarch opens Parliament.

References — See also "The British Way," in *The National Geographic Magazine* for April, 1949; and "Along London's Coronation Route," May, 1937.

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UMI

British Revere Ancient Coronation Seat

AN old oak chair, battered and defaced, will have another momentous day in the solemn coronation ceremony of Queen Elizabeth II on June 2.

Its shabby appearance, however, cannot destroy the historic symbolism of 652-year-old King Edward's Chair. Twenty-seven British monarchs have sat to be crowned on this cherished throne.

The ancient seat of Gothic design has lost nearly all the rich decoration which originally adorned it. It has acquired, instead, scores of initials and nicks carved by irreverent tourists of bygone days when guards were less vigilant than they are at present. During the 18th century it was particularly easy for visitors to evade or bribe guides in Westminster Abbey for a chance to sit in the royal chair.

A Schoolboy Slept There—There is a story to the effect that a schoolboy once spent the night in the Abbey on a dare. As proof of his boldness and to while away the hours, he carved in the seat of the Coronation Chair: "P. Abbott slept in this chair 5-6 July 1800."

The Coronation Chair has suffered further abuse for numerous reasons—legal, illegal, or merely thoughtless. Nails once used to fasten coronation draperies have scarred the wood. Well meaning decorators applied a coat of brown paint for Queen Victoria's Jubilee in 1887. This effort to modernize the proud old relic has since been scrubbed off.

The worst indignity to the chair was an attempted bombing in 1914 during a suffragette demonstration. No harm was done, however. The chair also escaped damage from the bombs of World War II. During that conflict it was safely hidden away.

Holds Stone of Scone—The chair was damaged as recently as 1950 when Scottish nationalists gashed and splintered it when they stole the famous Stone of Scone which the chair contains. That fabulous stone, now back in place in its recess under the seat, has far more historic interest than the chair itself, which was made to hold it.

On the stone, the ancient kings of Scotland were enthroned, and its legendary history proclaims it to be Jacob's Pillow. Legend also identifies the stone as Ireland's ancient Stone of Destiny, *Lai-Fail*. Kenneth I, sometimes called the first king of Scotland, is said to have brought the stone to Scone, seat of an early Scottish abbey, probably built in the 10th century.

Most of Scotland's kings were crowned at Scone, the last being Charles II who was there crowned King of Scotland on January 1, 1651. Only a few months later, in October, 1651, he went into exile in France. It was not until ten years later that he was crowned king of Great Britain on the Stone of Scone, which, at that time, had been in London (illustration, last page) for 365 years.

The famous stone was captured by King Edward I when he invaded Scotland in 1296. He brought it back in triumph to London and commissioned his court painter, Walter of Durham, to build a chair to hold it. The chair was completed in 1301 and King Edward paid Walter five

Because of its position and wealth, Istanbul has been coveted and often besieged. All Europe shuddered when Constantinople, leading city of Christendom, fell to the expanding Ottoman Empire in 1453. But today Istanbul, with all Turkey, is a bastion of the West. The city is losing much of its old Oriental appearance. And its women are rapidly changing. Except in the remote corners of the country, where a few of them still wear the veil of old Moslem tradition, Turkey's women are part of the modern world—voting, flying (illustration, cover), working in factories, even turning Bosporus beach resorts into Turkish counterparts of Atlantic City with their bathing beauties.

The Republic is one of the United Nations, and the Turkish Brigade has taken a notable part in the fighting in Korea.

Although the seat of government was transferred from Istanbul to Ankara in 1923, when the nation became a republic, the city on the strait is still the chief port and metropolis of Turkey. Its population of more than 1,000,000 outnumbers that of the capital by nearly five to one.

References—Istanbul is shown on the Society's map of Europe and the Near East. For further information, see "Where Turk and Russian Meet," in *The National Geographic Magazine* for June, 1952; "Turkey Paves the Path of Progress," August, 1951; "Peasants of Anatolia," July, 1948; "The Turkish Republic Comes of Age," May, 1945; "On the Turks' Russian Frontier," September, 1941; "Alert Anatolia," April, 1944; and "The Transformation of Turkey," Jauary, 1939; see also, in the GEOGRAPHIC SCHOOL BULLETINS, November 24, 1952, "Turkey Works to Solve Its Traffic Problems."

MAYNARD OWEN WILLIAMS

Like Sharpened Pencils, Minarets of Istanbul's Dolma Bahçe Point Skyward at the edge of the Bosporus. Upstream the spacious walled grounds of the Dolma Bahçe Palace line the shore of the strait for nearly half a mile. Once a palace of the sultans, this impressive structure is used when government officials entertain at the nation's metropolis instead of at the inland capital, Ankara.

UMI

Bulletin No. 3, May 4, 1953

Istanbul Celebrates 500th Turkish Birthday

ON May 29, with the roar of 101 cannon, Turkey will start a ten-day celebration to mark the 500th anniversary of the capture of Istanbul from the Byzantines. The polyglot city had for centuries served as capital for the Eastern Roman, or Byzantine, Empire.

Guardian of the Black Sea gateway from the Mediterranean, Istanbul is one of the world's strategic centers. Standing beside the Bosporus, the narrow strait separating Europe from Asia, it is the historic meeting place of East and West. With Üsküdar and its suburbs on the Asiatic shore, it is the only city in the world standing on two continents.

Salute Memory of Mohammed the Conqueror—Leaders of the 30-year-old Turkish Republic will gather on the hills of Maltepe overlooking the city for the cannon salute in memory of Sultan Mohammed II. On May 29, 1453, Mohammed's army of 150,000 men breached the massive walls of the city after a siege during which the Turks' cannon—a new weapon at that time—pounded the fortifications for five weeks.

At the time of its capture by Moslem Turks, the city had been ruled by Christians for more than 11 centuries. In the fourth century, Constantine the Great, Christian Emperor of Rome, took it from the Greeks when he needed a new location for his capital that would be safe from the barbarians of northern Europe. Because its site on seven hills reminded him of Rome, he named the city New Rome. Its ancient name had been Byzantium. Constantine's men called it Constantinople, City of Constantine, and the name persists even today in Western minds. Since 1930, its name has been Istanbul, often corrupted to Stamboul.

Byzantium was founded nearly 700 years before Christ. A group of Greek explorers sailed northward through the Dardanelles and over the Sea of Marmara (Marmara Denizi) and landed on the European side of the Bosporus, across from a Greek settlement made several years earlier at Chalcedon on the Asiatic shore. Byzas, leader of the second group, had been told by the oracle of Apollo at Delphi to settle "opposite the blind men." The European side of the strait seemed such a beautiful natural site for a city that Byzantium's founders made a great joke of the blindness of those who had founded Chalcedon.

Graeco-Roman Christian Religious Leaders Reigned at Byzantium over a court renowned for magnificence and wealth during the Dark Ages, while most of Western Europe was in the grip of barbarians. The word Byzantine still symbolizes richness, luxury, and grandeur.

The early Byzantines became rich on the proceeds of their fisheries. Through the Bosporus flows a strong current from the Black Sea which attracted great schools of "pelamys," probably a species of tuna. The Byzantines also added to their treasury by imposing a heavy tax on grain from Scythia, which included the Ukraine, now Russia's breadbasket.

Through the ages the city has been the hub of commerce. To it were funneled the products of the Danube basin and of Russia. Caravans, and later, railways, brought spices, carpets, silks, and perfumes from Persia and the Arab lands of the Near East.

Lightships, or rather, lightboats, were first used by the British in 1732. In that year a small boat was anchored off Nore Sand in the Thames estuary. She displayed two small oil lanterns which had an alarming tendency to go out in high winds.

In United States waters, lightships were put into operation in the early 1820's. The first was in Chesapeake Bay.

The first lightships to brave weather on the open sea were stationed off Sandy Hook, New Jersey, at the entrance to New York Harbor, and off Diamond Shoals, Cape Hatteras, North Carolina. The Diamond Shoals ship broke from her moorings several times and was wrecked in 1827. She was not replaced for 70 years.

The Nantucket lightship station was established in 1854. Early records describe one of the first ships as a converted whaler with a crew of five, commanded by a Nantucket fishing captain.

References—Nantucket, Sandy Hook, and Cape Hatteras may be located on the Society's map of The United States of America.

For additional information, see "Windjamming Around New England," in *The National Geographic Magazine* for August, 1950; "Exploring America's Great Sand Barrier Reef," September, 1947; "Nantucket—Little Gray Lady," April, 1944; and "New Safeguards for Ships in Fog and Storm," August, 1936.

U. S. LIGHTHOUSE SERVICE

Nantucket Lightship Steams from a Wilmington Shipyard to take up her post in the open sea. Her job is to warn Atlantic shipping off the dangerous shoals southeast of the resort island of Nantucket. Recently moved to a more effective location after serving some 16 years in one spot, her post on crowded Atlantic shipping lanes makes her the busiest of all the lightships that guard Uncle Sam's coastal waters.

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UMI

Bulletin No. 4, May 4, 1953

Nantucket Lightship Shifts Its Station

JUST as highways are often relocated while being modernized and improved, so are ship lanes occasionally changed to keep up with the times. The latest example is the moving of the Nantucket Shoals Lightship.

Lightships are the traffic signals for ship lanes and when one is moved it automatically changes the paths of vessels that must clear it. This is especially true when the lightship in question directs so much traffic that it has been called the "crossroads of the Atlantic."

Takes Up New Post—The first United States beacon to greet passengers on many vessels inbound from Europe has taken up a new post 50 miles southeast of Nantucket Island. This is 15 miles east of its old post. The vessel was moved to locate it more directly on the great circle route to Europe. There it will be a greater safeguard to shipping in clearing the dangerous Nantucket Shoals which lie to the southeast of the Massachusetts island.

Seamen gave the lightship its crossroads nickname because it serves more shipping than any other United States lightship. Not only traffic to and from Europe, but coastwise shipping between New England ports and the south is guided by the Nantucket lightship safely past shoal water.

The ship has been moved several times, not always intentionally. In 1936, a storm blew it 75 miles off its station. In 1905 the ship then on the station sprang a leak and sank before she could be towed to port, and in 1934 the liner *Olympic* followed the Nantucket radio direction beam so literally that she rammed and sank the beacon vessel with the loss of seven lives. The ship at present on watch at the post (illustration, below) has been there since 1936 when she replaced the temporary substitute for the *Olympic's* victim.

Lightships Serve as Guides and Guards—The Nantucket Shoals Lightship is one of 36 stationed around the coasts of the United States. These vessels mark shoal water, channels, harbor entrances, and other points important to navigation. They are manned by the United States Lighthouse Service, under supervision of the Coast Guard.

Another beacon as well known as the Nantucket is Ambrose Lightship. It marks the entrance to Ambrose Channel, principal deep-water passage from the ocean through the Lower Bay into New York Harbor. The official transatlantic steamship run is timed between Ambrose Light and Bishop Rock Lighthouse. The latter station stands on one of the Scilly Isles, about 40 miles off England's westernmost point.

Modern lightships are sturdy steel vessels about 130 feet long. Their crews number from 15 to 20 men. In addition to the powerful masthead lights that give them their name, they are equipped with radar and send out radio directional signals. In foggy weather they sound powerful horns.

The ships are held in their places by heavy mushroom-shaped anchors attached to massive chains. The chains vary in length with the weather, as more must be paid out in heavy seas to allow the ship movement on the water.

Montana meanwhile indicated it might take advantage of the quarrel and ask Congress to order the remains moved to a grave beside those of General George Armstrong Custer and his troopers at the massacre site near the Little Bighorn River, Montana.

Feud Blamed on River—Villain of so many destructive floods, the Missouri River plays a similar role in this case. To curb its rampages and also to harness waters for irrigation and power, work is now under way on a dam at Oahe, just above Pierre, South Dakota's capital.

When completed, the Oahe Dam will back up the Missouri in a twisting, many-fingered lake extending as far as Bismarck, North Dakota's capital. The air-line distance between the two cities is only about 170 miles, but to follow the river makes it 261 miles.

Fort Yates is on the banks of the Missouri, hence stands to be affected. At the fort is the government agency responsible for looking after the well-being of the Indians in both the Dakotas.

Sitting Bull Still Revered by Red Men—South Dakota defenders of Sitting Bull's reburial claim that the new site is near his boyhood home, that it is too high to be endangered by floods, as well as being far more accessible for tourists. The Fort Yates grave was marked only by a slab, surrounded by a small, square iron fence. Slab and fence were taken with the body.

A School Bulletin writer visited the old grave shortly before Memorial Day last year. He found the corners of the fence decorated with crepe paper flowers, evidently the handiwork of Indian children. These touching tributes offer continuing evidence that descendants of Sitting Bull's people still regard him as a great patriot and wise man.

North Dakota has historical reasons for being irate over the removal of Sitting Bull from the state's soil. It was from Fort Abraham Lincoln at Mandan, near Bismarck, that General Custer set out on May 17, 1876, with his 7th Cavalry on the march which ended in the annihilation of his immediate command at the Little Bighorn River on June 25. The only living thing found by a rescue column was a badly wounded horse.

Sitting Bull escaped into Canada after the battle, but later returned and surrendered. He was imprisoned for a while, then released to make his home in the Standing Rock Reservation. Suspected of trying to stir up new trouble in 1890, he was killed by panicky Indian policemen.

The mention of the Little Bighorn usually brings to the minds of many people just two names—Custer and Sitting Bull. Actually, historians say, chiefs Gall and Crazy Horse led the overwhelming attacks. Sitting Bull did not participate in the fighting. His was the role of the spiritual leader who made the "good medicine" that brought victory.

References—Fort Yates and Mobridge may be located on the Society's map of the North Central United States.

For additional information about the region associated with Sitting Bull, see "North Dakota Comes into Its Own," in *The National Geographic Magazine* for September, 1951; "Montana, Shining Mountain Treasureland," June, 1950; "South Dakota Keeps Its West Wild," May, 1947; and "Indians of Our Western Plains," July, 1944.

UMI

B. ANTHONY STEWART

South Dakota May Have Acquired Sitting Bull's Remains, but the Smithsonian Institution possesses this portrait bust of the old Sioux chief, and several undisputed Sioux skulls. The Museum's curator of physical anthropology is using a stereograph to draw a cross section of one of them. The skulls, collected in the Indian wars by United States Army medical officers, are a few of the 17,000 in the museum's collections. Standing in shadowy dignity in the background is the complete skeleton of an Indian.

Bulletin No. 5, May 4, 1953

Three States Want Sitting Bull's Grave

SITTING Bull, of Custer massacre fame, has the war drums beating in the Dakotas these days and they echo into Montana even though his spirit departed for the Happy Hunting Grounds more than three score years ago.

The cause of the "bad medicine" he is making is a dispute over where his grave should be. Until last month the resting place of the Sioux tribal leader and holy man was at Fort Yates in the North Dakota portion of Standing Rock Indian Reservation, his last home.

South Dakota Task Force Moves Body—This reservation extends into South Dakota, and its historians have been urging the body be moved to their state. They argued that the waters of a man-made lake would cover the Fort Yates grave in the not too distant future. Then abruptly words gave way to deeds. In a surprise predawn coup, a South Dakota task force descended on Fort Yates, removed the body and reburied it in a concrete-encased grave on a high bluff near Mobridge.

(SEE BULLETIN NO. 2) B. ANTHONY STEWART

Along Elizabeth's Coronation Route, Big Ben looks down from the Clock Tower of the Palace of Westminster on an early British queen—Boadicea. The monument honoring this queen of Roman times represents her driving her battle chargers in a revolt against the legions of the Emperor Nero about 60 A.D.